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MEMORANDUM FOR: Director of Economic Research

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This project was prepared for inclusion in the D/OER handbook.

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GROUP 1
Excluded from automatic downgrading and declassification

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Communist International Civil Air Activities in the Free World*

1. Communist countries have civil air agreements with 55 Free World countries and eight Communist airlines operate scheduled flights into 45 of these countries. Although providing services mainly to other Communist countries and to Western Europe, Communist civil air carriers also serve Africa, the Middle East, Asia, North America, and Cuba. By the end of 1968, Communist airlines operated about 213 flights per week into the Free World (twice that at the end of 1965) over 75,000 unduplicated route miles.

The Past Decade

2. Expansion of Communist air operations into the Free World began over a decade ago with initial emphasis on establishing reciprocal service between Communist capitals and major Free World cities in northwestern Europe. In the late 1950's, Aeroflot (the Soviet civil airline), and CSA (The Czechoslovak State Airline) began establishing routes to Asia, Africa, and Cuba. The development of these routes was politically motivated and underscored initiatives to expand relations with developing countries. Consequently, many of these routes were unprofitable operating with no reciprocal service. During 1959-65 the USSR signed air agreements with 24 less developed countries and with only two developed countries, Italy and Luxembourg.

* For a more comprehensive view of the international service of Communist airlines into the Free World, see ER , Communist International Civil Air Activities in the Free World Since 1965, October 1968, Confidential.

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3. Since 1965, the USSR has shifted attention to the developed countries, concluding civil air agreements with Canada, Japan, Switzerland, and the United States. Nonetheless, agreements also were concluded with five less developed countries (Cameroon, Lebanon, Nigeria, Turkey, and Yemen). Initiation of scheduled service on three new routes, Moscow-Montreal-New York, Moscow-Tokyo, and Moscow-Dar es Salaam, increased Aeroflot's unduplicated route network into the Free World by about 12,000 miles. Aeroflot service was expanded from 31 Free World countries at the end of 1965 to 37 countries at the end of 1968. During the past three years the Eastern European Communist airlines have emphasized consolidation of existing route networks to improve efficiency. Some expansion has taken place however, in the form of increased numbers of flights to Western Europe and new services primarily to the Middle East. The status of Communist international civil air service to the Free World by the end of 1968 is shown below:

Airline	Unduplicated Routes (Nautical Miles)	Countries Served	Flights Per Week
Soviet Civil Air Fleet (Aeroflot)	51,000	37	44
Czechoslovak State Airline (CSA)	31,000	31	51
Polish State Air (LOT)	14,000	14	40
Hungarian Air Transport (MALEV)	11,600	19	28
Rumanian Air Transport (TAROM)	9,600	13	18
Bulgaria Civil Airline (BALKAN)	8,900	14	16
East German State Airline (Interflug)	6,950	9	8
Civil Aviation of China (CAAC)	1,700	1	1

Modernization

4. The IL-18 remains the workhorse of Communist international air service. Modernization programs, however, have been underway since mid-1967 and gained momentum in 1968. The USSR's first long-range jet transport, the IL-62, was introduced on Aeroflot's scheduled Moscow-Montreal service in September 1967 and subsequently between Moscow and London, Paris, Rome, New Delhi, and Cairo. In addition, the Soviet TU-134, a new short-to-medium range jet, has begun to replace the outdated aircraft used on Aeroflot's short-haul and medium-haul routes to Western Europe.

5. The modernization of Eastern European airlines is marked by continued reliance on Soviet aircraft. Only Rumania's TAROM has included Western aircraft in its fleet by ordering six BAC-111-400's. Two were delivered in 1968 and the balance are scheduled for delivery in 1969. The other Eastern European airlines have ordered over 30 TU-134's and delivery began late in 1968. In addition, CSA has purchased 3 IL-62's for delivery in 1969.

Prospects

6. Despite the expansion of the past three years, the international service of Communist airlines to the Free World poses no serious competition for the major airlines of the Free World, such as PAA, TWA, BOAC and Air France. The inauguration of Moscow-New York service by Aeroflot in July 1968 provides considerable impetus for further expansion that eventually may include Latin America and Australia. The USSR probably will join the International Civil Aviation Organization (ICAO) in two or three years.

7. By 1975, both Aeroflot and CSA probably will have around-the-world service. CSA may inaugurate Prague-New York service in 1969 if political conditions permit. The other Eastern European airlines, led by LOT, will expand and upgrade service primarily to Western Europe with some further extension of existing routes to countries of the Middle East, Africa, and South Asia. Communist China has shown little initiative to expand air service to the Free World and probably will not take any such steps until the pressures of the Cultural Revolution have eased.